

Questions regarding Police Department

Answered by Paul Marzocca and Susan Petty of the Goodyear Police Department

1. Is there a master plan for the Police Department?

Answer: There are two previous plans - the one completed by Durrant regarding space planning, and one done by a consultant hired for Master Planning taking into account Sonoran Valley. The Sonoran Valley plan is very comprehensive regarding space requirements for multiple districts, crime lab, etc. However, both need an update – they are old – 5 plus years.

2. Does higher density living a contributing factor to increased criminal activities? If so what does your department suggest in reducing potential activities? This could be during the planning stages of the project as well as post construction.

Answer: Higher Density anything is more prone to crime – more cars and people coming in and out of an area make it easier to commit property crimes. However, what we've found in Crime Analysis is the involvement of management plays a very large role in the safety of the community/area. Management's ability to keep areas fixed, well lit, and with on site security are much better off. Additionally, areas built with CPTED [Crime Prevention Through Environmental Design] in mind fair better with crime counts.

3. How successful has the "pilot" program developed by the Goodyear Police Dept for the welfare and safety of our children at schools been? I asked this question because I recalled us standing in the "briefing area" (I think) with various cubicles for Officers to stretch out and prepare their reports after a long day sitting in a vehicle. How does this have an impact for the number of outlying substations in order to provide a satisfactory "response time"?

Answer: Our pilot program has been very successful both in terms of school safety, community policing and giving our officers a place to get out of their vehicles and type reports. In regards to our outlying substations we have one located in Estrella Mountain Ranch. A second outlying area we have is a small room at the Fire Station on Yuma Road and Wildflower drive. Four traffic officers and a sergeant work out of that room but due to the small size patrol officers don't work out of that area. To provide the satisfactory response time we use data analysis to tell us where the crime is happening and we place officers in that area.

4. What does the Police Dept see as a high priority or concern with the direction of the City? Doesn't have to be specific to planning, development or construction.

Answer: The Goodyear Police has both a Strategic Plan and performance measures in place. Our plan consists of:

- a. Leadership and Ethics
- b. Crime reduction/ Improve quality of life
- c. Technology Improvements
- d. Traffic Safety
- e. Enhance Agency Efficiency/Effectiveness

Two high priorities in regards to the city are having enough staff to meet the future demand of a growing city. A second obstacle is having a modern facility to house our staff and provide efficient service to the residents of Goodyear.

5. "Response time", does the Police Dept have something similar in place?

Answer: The Response time in the General Plan dates back to two or three updates prior to this one. At that time, the Committee felt it important to quantify Police Response, and the 7 minutes came from existing averages seen at Valley Agencies at the time. The Fire Department's response time is based on national standards regarding medical intervention at critical moments, etc. Unlike the Fire Department, there is no governing body or national standard established for Police Response. Agencies usually establish their own standards based historical data, as response times can be impacted by multiple factors including the geography of the community, staffing levels, and types of incidents occurring simultaneously. For Goodyear, we consistently average under a 5 minute Priority One response, and benchmark against ourselves for indications of issues.

6. Does the Police Dept have some kind of professional accreditation program similar to the Fire Dept?

Answer: The Goodyear Police has been working towards accreditation through CALEA, the **Commission on Accreditation for Law Enforcement Agencies**. This process normally takes an agency anywhere between two to three years to complete.

- CALEA Accreditation requires an agency to develop a comprehensive, well thought out, uniform set of *written directives*. This is one of the most successful methods for reaching administrative and operational goals, while also providing direction to personnel.
- CALEA Accreditation standards provide the necessary reports and analyses a CEO needs to make fact-based, informed *management decisions*.
- CALEA Accreditation requires a *preparedness program* be put in place—so an agency is ready to address natural or man-made unusual occurrences.
- CALEA Accreditation is a means for developing or improving upon an agency's *relationship with the community*.
- CALEA Accreditation strengthens an agency's *accountability*, both within the agency and the community, through a continuum of standards that clearly define authority, performance, and responsibilities.
- Being CALEA Accredited can limit an agency's *liability and risk exposure* because it demonstrates that internationally recognized standards for law enforcement have been met, as verified by a team of independent outside CALEA-trained assessors.
- CALEA Accreditation facilitates an agency's pursuit of *professional excellence*.

7. I didn't see any fitness center like the fire dept has on-site. Is it on a remote location or a liability issue (not being on duty)? The fire dept shares with the police dept temperature controlled parking for their vehicles, do they share fitness centers as well?

Answer: We don't have a fitness center and don't have the facility to put one in. In one of the offices in the training building, officers donated an elliptical machine and multi-purpose gym (bench press/lat pull down). We, like any Goodyear employee are allowed to use the fitness centers at the fire stations but it is for limited times during the day which isn't conducive to staff that work swings or night shift. Officers would be allowed to work out on their breaks but they don't have an area.

8. The Fire Chief mentioned that they have remote capability to access gated communities in case of emergency. Does the police have similar protocol/requirement or do they have a different action plan? Do they have access to the Knox Boxes at unguarded gates?

Answer: We have the same remote capability but don't have access to Knox Boxes. The system is called Opticom and not only does it allow us access into gated communities but triggers the lights at intersections for the emergency vehicle to get the green light. This system allows for traffic to move out of the way prior to the emergency vehicle getting to the intersection.

Questions regarding Fire Department

Answered by Interim Chief Paul Luizzi

- 1) Generally speaking, what potential issues would the fire department have concerns about should the housing density become a more prevalent issue as land prices begin to climb and Developers see the potential for more diverse housing needs. Specifically, if the City begin to see "mid" and even in the future, "high rise" buildings being proposed. Let's set aside planning, building and fire codes because that's essentially a given. Would there be say for example infrastructure issues with utilities, accessibility, current apparatus and/or equipment hardware incompatibility or even fire fighting staffing and/or training issues? Are there other concerns not mentioned.

Answer: With regards to high density housing some of the issues that would be of concern are (in no specific order):

- i. Addressing issues vs aesthetic addressing
- ii. Access to the buildings with our ladder trucks or other vehicles, 360 degree access
- iii. Protecting exposures, one building is on fire and stopping it spreading to another
- iv. Radio transmissions (to and from a building)
- v. Communication infrastructure, radio repeaters within the building
- vi. Firefighter air systems
- vii. Need for training on these types of buildings and their fire systems.
- viii. No concessions that would compromise fire codes or building safety.
- ix. High rise operations require much more personnel to ascend up stairs and then fight fires, conduct searches, effect rescues etc....
- x. Technical Rescues

- 2) I assume that this concern encroaches into proposed office buildings as well.

Answer: Yes, it is the same.

- 3) Did I understand you correctly that you mentioned that both the fire and police depts maintain active plans that are (for lack of a better term) a "part" of the General Plan.

Answer: No, there is no other master plan other than the Sonoran Valley Public Safety Master Plan.

- 4) After touring the call center for the Goodyear Police Department. Why does the fire dept's emergency call have to be routed to Phx?

Answer: We have a dispatch agreement with Phoenix Fire Department, as part of the public safety access point the 911 call goes to Goodyear PD first and then transferred to Phoenix Fire Department. This is a redundancy in the event there is a failure in the telephone system and this is consistent throughout the state of Arizona.

The budget for the Phoenix Fire Dispatch agreement is far below the costs to staff our own dispatch center. We could not ask our police dispatchers to take on any more work load. According NFPA standard 1221 we would need to staff the center with at least 2 dispatchers per shift and just the costs of salaries/benefits alone would be in excess of the current Phoenix Fire Department dispatch agreement. Additionally by belonging to the Phoenix Fire Department Automatic Aid we are able to enjoy all of the resources that come with that agreement, such as (Tech Services, Dispatchers, Seamless

Resources, Radio Infrastructure, Command Van for large incidents, etc...) By not being a member we would have to increase the resources within the City to provide appropriate coverage for our call volumes and square mileage.

- a. Why not have their own or even better still, cost share with the police department?

Answer: Again the cost to belong Phoenix is well below the cost to co-staff a communication center.

- b. Does the fire dept assist in subsidizing Phx's call center?

Answer: Yes we pay a per call cost to Phoenix Fire Department, this is consistent throughout all agencies that pay for dispatch through Phoenix. .

- c. Would this assist them in reducing the overall "response" time that they are working towards for accreditation?

Answer: No by having the automatic aid agreement the initial emergency and the subsequent calls that come in for assistance is where we see the benefit of the automatic aid system. For instance just recently we were working a 1st alarm house fire at Van Buren and just west of Dysart. We had committed 4 engines, a Ladder truck, and BC. Around the same time we still had incidents occurring in our City which were picked up by Avondale, Buckeye, and Buckeye Valley. This required no coordination by Goodyear, it occurred seamlessly by the Phoenix Fire Dispatch Center.

Clarification from Ruben Veloz, Water Operations Superintendent

At the beginning of the tour, there was a question related to the O&M cost of the facility, and I provided an estimated cost per 1,000 gallons. The actual cost is \$1.26 per 1,000 gallons and includes all water treated, blended and brine disposal cost.

R&D Market Tree and Shade Project



Figure 1: R&D Market site located on Van Buren street, (left) rain water problem on the site, (middle) and members of the project team with Councilman Johnson, (right).

Project Description

Healthy trees show that a community cares about its neighborhood. The native tree and plant garden was selected by the Sky Harbor Neighborhood Association residents, and designed by residents and experts to improve the parking lot of the R&D Market at 28th and Van Buren Streets. The project will have the following positive impact:

- Shade (in order to cool the busiest bus stop in the neighborhood)
- Storm water management (less puddles in the parking lot which contain polluted water, and can support mosquitoes and disease)
- Safety (more people keeping an eye on the site will reduce undesirable activity)
- Community connections (Creates a meeting place and is a project that students from Wilson Elementary and the neighborhood can use as a learning lab)

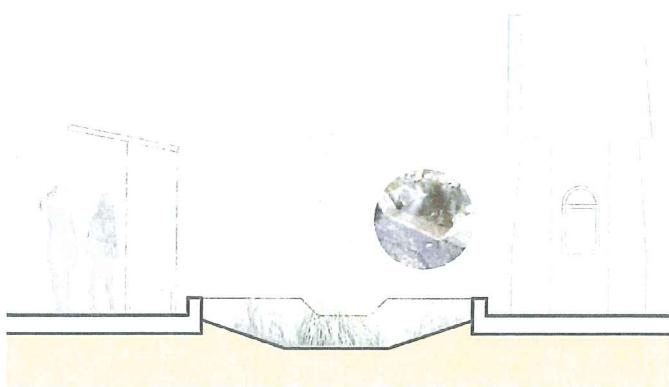


Figure 2: Section of the designed rain water reuse system.

In order to complete the project we need the following work completed:

- Saw-cut per plan, demolish and dispose off-site of 335 sq. ft. of asphalt pavement
- Demolish and dispose of 40 linear feet of existing raised concrete curb
- Excavate project area to specified depth, stockpile approximately two cubic yards of clean fill on site, and dispose of excess spoils off-site
- Install 60 linear feet of 6" wide concrete header, flush with asphalt pavement
- Patch asphalt as needed following header construction

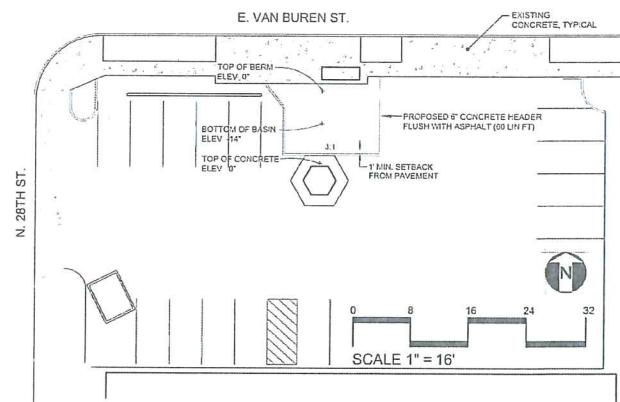


Figure 3: Detailed project plan.

Potential Partners

- Sky Harbor Neighborhood Association
- City of Phoenix, Neighborhood Services Department
- Watershed Management Group
- The Transition Lab at the Global Institute of Sustainability
- Wilson Elementary School District
- Artlink
- Reinvent Phoenix, including St. Luke's Health Initiative
- Potential funders (including a construction company)

9th Street Tree and Shade Project



Figure 1: 9th Street without the rain water capture system, (left), Watershed Management Group workshop to install the project, (middle) and 9th Street site with the system, (right).

Project Description

The 9th Street Shade project is a street water harvesting and shade tree demonstration project in Phoenix's historic Garfield Neighborhood, which is located in the Roosevelt Row Arts District. The specific location is on the Western right-of-way on 9th Street North of Roosevelt Street and South of Portland Street. This site is an ideal location for a demonstration project because it represents the convergence of several important organizations and institutions in Downtown Phoenix; The Phoenix International Hostel and Cultural Center, the Garfield Neighborhood Association, Roosevelt Row Community Development Corporation, and the City's Reinvent Phoenix program.

The project has the following positive impact:

- Street water harvesting (to strategically capture rain water)
- Earthworks or shaping to direct runoff to landscaping.
- Shade tree plantings (to increase walkability on the block)
- Native Plant (low-water) demonstration garden
- Beautification and place making
- Increased connections among neighbors



Figure 2: Completed rain water capture system on 9th street.

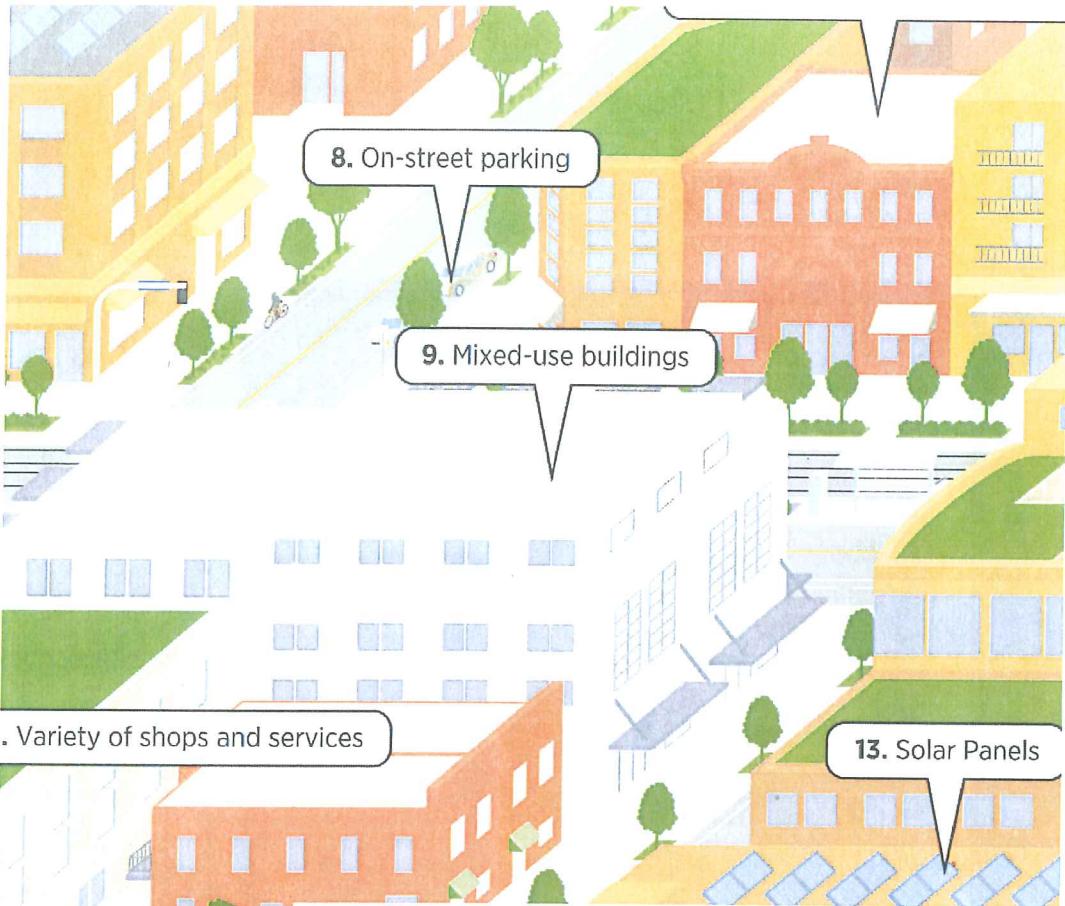


Figure 3: 9th street without the rain water capture system.

Project Partners

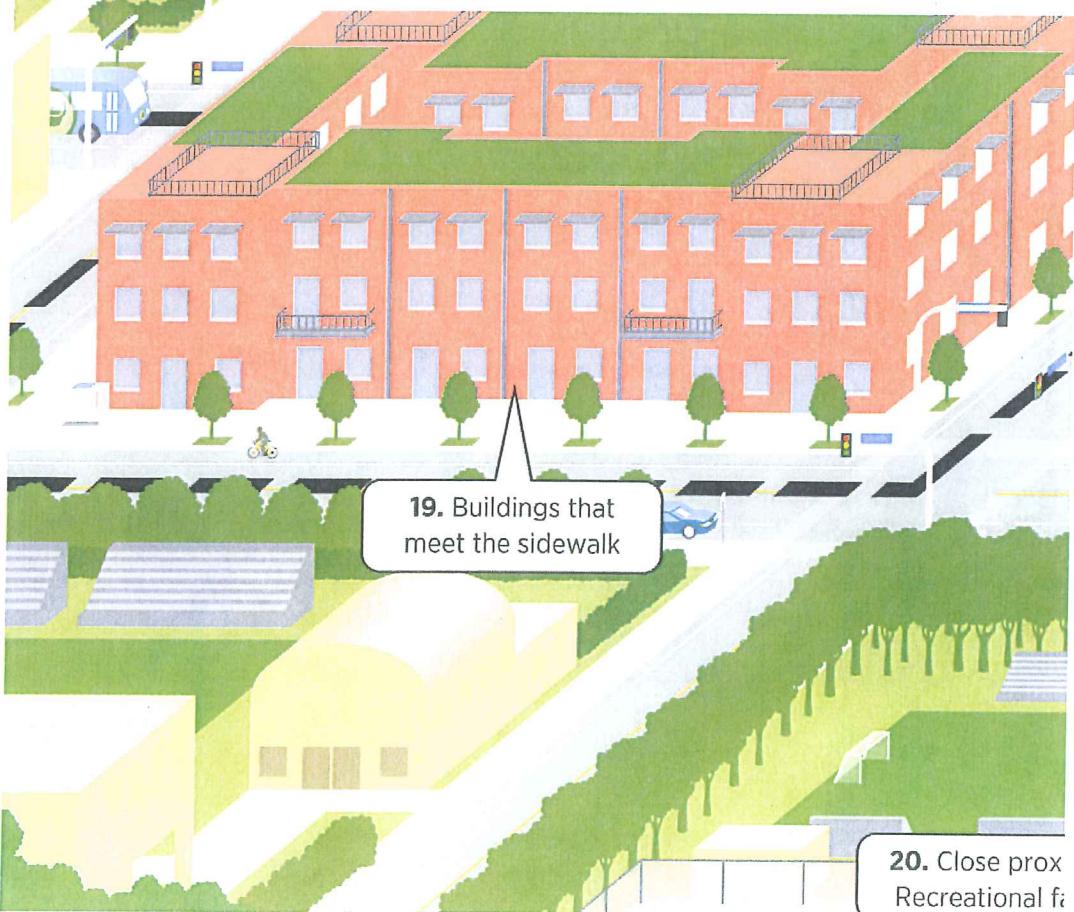
- Watershed Management Group
- Phoenix Youth Hostel and Cultural Center
- Garfield Organization
- Roosevelt Row Community Development Corporation
- Reinvent Phoenix
- The Transition Lab at the Global Institute of Sustainability





NEIGHBORHOODS GO GREEN!

SCALING UP SUSTAINABILITY



By thinking on a larger scale, we can reorganize the places where we live and work. This will dramatically reduce the impact of our lives on our neighborhoods—and on planet Earth.

The U.S. Green Building Council, working in collaboration with architects, urban planners, builders and environmentalists, has developed a national design standard for certifying green neighborhoods. It is called LEED (Leadership in Energy and Environmental Design) for Neighborhood Development.

SELECTING A SMART SITE

A critical element of a green neighborhood is its location.

Sites that make use of existing infrastructure—such as streets, rail lines, utilities, and water treatment systems—reduce the impact of building new. Developing near public transit, schools, and commercial centers means less driving and less air pollution. Constructing new neighborhoods on vacant or under-used land limits sprawl and minimizes the destruction of natural habitats.



JOIN THE LEED NEIGHBORHOOD DEVELOPMENT CHALLENGE

Challenge your community to build a greener future.

What is the LEED-ND Regional Challenge?

It is a campaign to encourage local, state and federal government representatives to design policy that adheres to LEED for Neighborhood Development criteria.

It is a challenge to local leaders to integrate that policy throughout all levels of government and assume an international leadership role.

It is an invitation to planners, architects, environmentalists, governments and institutions to pull together to transform their region into a global leader of green neighborhoods.

It is a call to action to complete at least one LEED for Neighborhood Development project in your region during the next five years.

To learn more
Email: neighborhoods@usgbc.org
Phone: 1-800-795-7147
www.usgbc.org/nd



COURTESY OF THE JBG COMPANIES



Rendering, Twinbrook Station, Rockville Maryland
Developers are building Twinbrook Station in Rockville, Maryland, around an existing Metro transit station. Pedestrian-friendly streets will link residences, shops and businesses to the transit station, reducing dependence on cars.



How many miles to a greener Earth?

The average American family drives 21,500 miles per year—nearly the circumference of the Earth!

At current rates of growth, by 2030 the total vehicle miles traveled (or VMT) per year for all Americans will be 5.878 trillion miles. Reducing our VMT—something LEED-ND promotes—will curb greenhouse gas emissions.

We must move beyond our simple fixation of investing so many of our transportation dollars in serving drivers, and we must make more investments that make it easier for us to walk, bicycle and access transportation alternatives.”

PRESIDENT BARACK OBAMA



CREATING LIVELY PLACES

Every aspect of neighborhood design — from block size to housing types — affects our lives and impacts our environment.

When residences are located near schools, shops, businesses and transit stations, streets are lively and businesses thrive. Housing options allow people of all backgrounds and ages to benefit from green neighborhoods.



Residents of Renaissance Place at Grand in St. Louis, Missouri, live within a half-mile walk or stores, schools, cultural institutions and transit lines. The project team incorporated mixed-income housing, a park, new office space, and community services to help revitalize the 35-acre site, which once contained a public housing complex.



Whistler Crossing in Riverdale, Illinois, includes renovated 1960s townhomes and new apartment buildings. Planners and developers added commercial space and extended the streets, making the neighborhood more walkable and better connected to the surrounding community.



How many people are too few?

In the past, people sometimes linked population density to urban problems. Today, experts in fields ranging from social science to economics to human health recognize the benefits of density.

New developments in the U.S. average two dwelling units per acre, too low to support the economic viability of a bus line or a corner store.

To support a LOCAL BUS, a neighborhood needs 7 dwelling units or businesses per acre.

To support LIGHT RAIL, a neighborhood needs 9 dwelling units or businesses per acre.

To support RAPID TRANSIT, a neighborhood needs 12 dwelling units or businesses per acre.

To support one CORNER STORE, a neighborhood needs 1,000 units within a 10-minute walk.

“People are voting with their feet more and more — in search of walkable neighborhoods with transportation options.”

SHAWN DONOVAN, UNITED STATES SECRETARY OF HOUSING AND URBAN DEVELOPMENT

How does zoning affect neighborhood development?

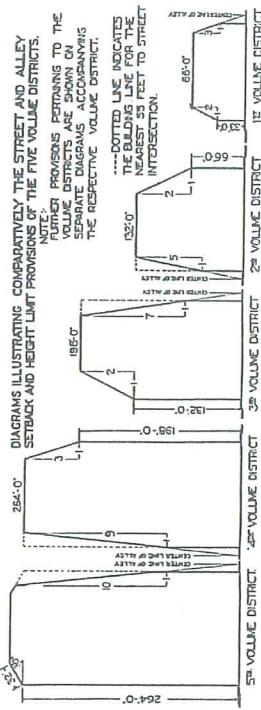
After World War II, urban planners advocated “separate use” zoning, dividing communities according to use. This strategy often isolated housing from shopping, schools and work. Today, “form-based” zoning emphasizes the character and experience of the street. This type of zoning complements LEED for Neighborhood Development standards. Both encourage mixed-use and pedestrian-friendly communities.



COURTESY OF URBAN ADVANTAGE

Separate-Use Zoning (top) often permits elements that detract from the pedestrian experience, such as street-facing parking lots or deep setbacks.

Form-Based Zoning (above) emphasizes the character of public space and addresses building appearance and form.



City of Chicago Zoning Code, 1923. Historic zoning regulations considered factors that shape pedestrian experience, such as the amount of light admitted between buildings. When planners updated Chicago's zoning code in 2000, they included form-based regulations to preserve or enhance the character of several commercial corridors.



FEDERAL REALTY INVESTMENT

INTEGRATING BUILDINGS AND INFRASTRUCTURE

Green buildings and infrastructure, working in concert, save energy and reduce waste on a neighborhood scale.

Plugging buildings into surrounding infrastructure, such as tree-lined streets, stormwater treatment systems, and on-site renewable energy sources, creates greater sustainability than any green building alone can achieve.



COURTESY OF FARR ASSOCIATES

At Dockside Green In Victoria, British Columbia, (above) each building works with infrastructure to reduce waste and increase energy efficiency. A restored creek that runs through the site cleans and controls stormwater and provides green space. A system of green roofs, cisterns and paving absorbs and filters rainwater, which irrigates the landscape. Green roofs, rain cisterns and bioswale treatment, (left) Dockside Green, Victoria, British Columbia

Landscaping with native plants, (top left) Normal, Illinois
Voids in the surface of permeable paving (above left) allow water to drain and be absorbed into the ground.

Energy: Power Play

Low- and high-tech strategies can reduce energy consumption.

Tree-lined streets beautify neighborhoods, shade sidewalks and reduce heat absorbed by asphalt in warmer months.

Buildings with good solar orientation maximize southern exposure to capitalize on the warmth and light provided by sunlight.

On-site production of renewable energy — such as solar and wind power — reduces dependence on oil and decreases greenhouse gasses.

Water: How can we conserve a vital resource?

In green neighborhoods, design elements help conserve water.

Bioswales and rain gardens comprised of native plants require less watering and also reduce or eliminate stormwater runoff.

Permeable paving allows rainwater to be absorbed into the ground, rather than enter the stormwater system.

Greywater reuse recycles water from sink drains and washing machines and reuses it for non-drinking purposes, such as toilet-flushing.



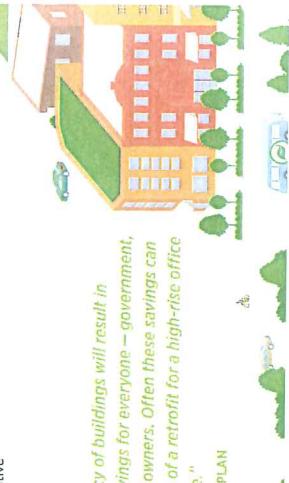
COURTESY OF DOCKSIDE GREEN



At Dockside Green In Victoria, British Columbia, (above) each building works with infrastructure to reduce waste and increase energy efficiency. A restored creek that runs through the site cleans and controls stormwater and provides green space. A system of green roofs, cisterns and paving absorbs and filters rainwater, which irrigates the landscape. Green roofs, rain cisterns and bioswale treatment, (left) Dockside Green, Victoria, British Columbia



Uptown Circle in downtown Normal, Illinois, is a pedestrian-friendly plaza that anchors a main street revitalization. The circle doubles as a storm-water feature, filtering rainwater through native grasses for use in a public fountain.



Increasing the efficiency of buildings will result in significant financial savings for everyone — government, residents and business owners. Often these savings can cover the up-front costs of a retrofit for a high-rise office or a single-family home.

CHICAGO CLIMATE ACTION PLAN

RATING THE NEIGHBORHOOD

LEED for Neighborhood Development is a national standard for rating and certifying new and redeveloped green neighborhoods.

The U.S. Green Building Council (USGBC), the Congress for the New Urbanism, and the Natural Resources Defense Council developed the LEED for Neighborhood Development system over many years. It aims to promote sustainable development.

LEED for Neighborhood Development Categories



SMART LOCATION & LINKAGE

Focuses on site selection and proximity to existing

Infrastructure. Twinbrook Station in Rockville, Maryland, earned high points in this category for its location on a previously developed site and its connection to bus and rail lines.

Aerial View, Twinbrook Station, Rockville, Maryland



NEIGHBORHOOD PATTERN & DESIGN

Focuses on appearance and function, including

walkability, compactness and mix of uses. Renaissance Place at Grand in St. Louis, Missouri, earned high points in this category for its compact design, walkability, connection to neighboring areas, and housing for people of varied income levels.

Townhomes, Renaissance Place at Grand, St. Louis, Missouri



GREEN INFRASTRUCTURE & BUILDINGS

Focuses on the construction of sustainable structures

and systems. Dockside Green in Victoria, British Columbia, earned high points in this category for constructing LEED Platinum certified buildings and a stormwater treatment system.

Synergy Waterway, Dockside Green, Victoria, British Columbia

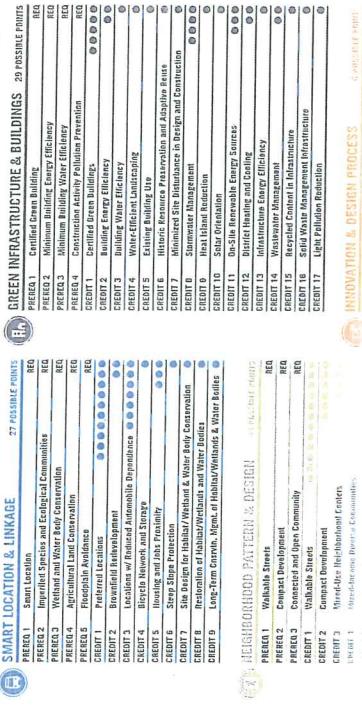
SAM FENTRESS PHOTOGRAPH/MICCPNACE BARQUIS/CLIQUE GREEN

We usually think of green design in terms of objects: a compact fluorescent light bulb, a hybrid vehicle, or an energy-efficient house. But these small scale choices make little impact if we don't live in sustainable communities.



LEED FOR NEIGHBORHOOD DEVELOPMENT

110 TOTAL POINTS POSSIBLE



LEED for Neighborhood Development Categories



INNOVATION & DESIGN PROCESS

Focuses on the implementation of LEED for Neighborhood Development

and the certification process.

LEED for Neighborhood Development rates the location, site design, and building and infrastructure design of communities. It assigns four types of certification:

Certified, Silver, Gold and Platinum. Higher scores reflect greater energy efficiency, walkability, and better connection to existing infrastructure, such as transportation networks.



U.S. GREEN BUILDING COUNCIL

The U.S. Green Building Council (USGBC) is a non-profit organization that promotes design, construction, and operation of cost-efficient and energy-saving buildings and neighborhoods. USGBC and its members created the first LEED rating system for new commercial buildings in 1999. Today, nine LEED rating systems cover buildings, interiors, and neighborhoods.

What are the challenges to successful implementation of LEED for Neighborhood Development?

Regulations Navigating local planning and zoning regulations can challenge developers and property owners. Furthermore, some communities will need to change existing zoning codes in order to make LEED for Neighborhood Development possible.

Complexity Constructing a neighborhood requires the involvement of numerous stakeholders. One strategy is to bring project participants together from the beginning to integrate the process.

Time Achieving LEED for Neighborhood Development certification may be a long-term commitment. It often requires many construction phases over multiple years.

Perception Some people do not believe, despite evidence, that denser development is a strategy for creating sustainable communities. Changing perception requires public education.

Cost Some developers and property owners are concerned about the fees required to certify a LEED for Neighborhood Development project. Certification, however, represents a small percentage of the total cost of constructing a neighborhood, especially considering long-term benefits of green development.



DESIGNING A MODEL GREEN NEIGHBORHOOD

What does a LEED for Neighborhood Development project look like? This rendering depicts a new neighborhood constructed on largely vacant land in an existing transit-served community. Each element adheres to the three main categories in the LEED for Neighborhood Development rating system: a smart site, compact design, and integration of green buildings and infrastructure.



GREEN NEIGHBORHOOD ELEMENTS

Access to Public Transit



Mix Of Uses And Housing Types



Pedestrian-Friendly Streets



Green Building and Infrastructure



Previously Developed Sites



Developing vacant and underutilized sites such as brownfields or abandoned shopping centers avoids the cost and environmental impact of constructing new infrastructure. Development of these areas can ease pressure to convert on farmland and natural areas.

Former R.J. Reeds Tobacco Company Complex, Salem, NC

GREEN BUILDING SNAPSHOT 2013

ARIZONA

LEED CERTIFIED
RESIDENTIAL UNITS

671



MEMBER
ORGANIZATIONS

202



LEED CERTIFIED K-12 AND
HIGHER ED PROJECTS

57



STATE RANK: TOTAL
COMMERCIAL BLDGS.

18th



LEED CERTIFIED
COMMERCIAL BLDGS.

284



LEED CERTIFIED
SQUARE FEET

31 MILLION



LEED
PROFESSIONALS

3,133



USGBC CHAPTER
VOLUNTEERS

334



ABOUT USGBC

USGBC is committed to a prosperous and sustainable future through cost-efficient and energy-saving green buildings. USGBC works toward its mission of market transformation through its LEED green building program, robust educational offerings, a nationwide network of chapters and affiliates, the annual [Greenbuild International Conference & Expo](#), the [Center for Green Schools](#) and [advocacy](#) in support of public policy that encourages and enables green buildings and communities. For more information, visit usgbc.org, explore the [Green Building Information Gateway \(GBIG.org\)](http://greenbuildinginformationgateway.org) and connect on [Twitter](#), [Facebook](#) and [LinkedIn](#).

As of January 2013 | Data does not include LEED registered projects.



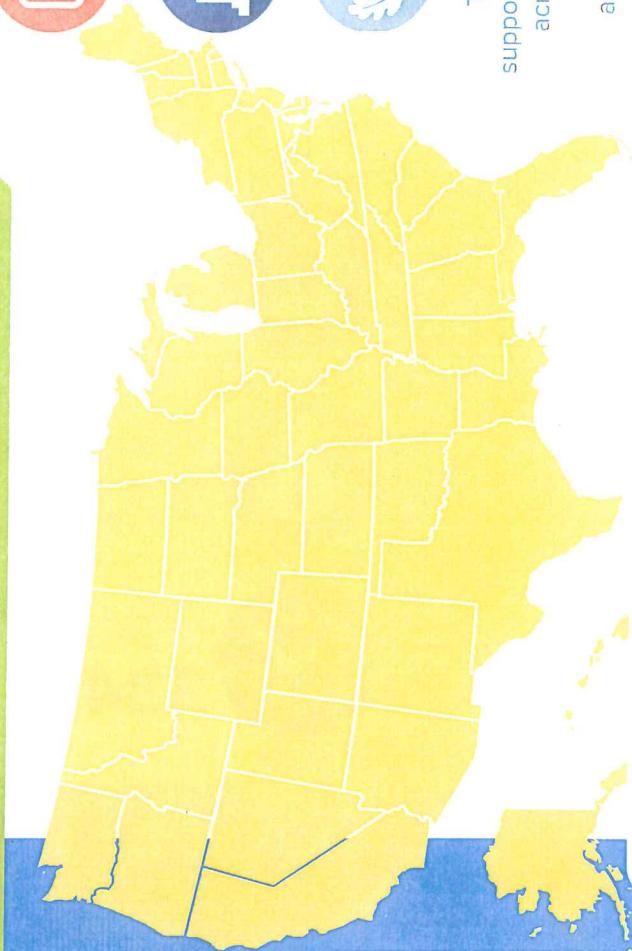
GREEN BUILDING SNAPSHOT 2013 UNITED STATES

LEED CERTIFIED
SQUARE FEET
2.6 BILLION

USGBC CHAPTER
VOLUNTEERS
29,842

INTERNATIONAL
MARKETS
140

MEMBER
ORGANIZATIONS
12,771



LEED CERTIFIED
COMMERCIAL BLDGS.
17,441

LEED BY THE NUMBERS:

- EACH DAY 1.5 million square feet is certified to LEED
- Worldwide, more than 53,000 COMMERCIAL LEED PROJECTS across 10 BILLION SQUARE FEET use the LEED program
- 88 OF THE FORTUNE 100 COMPANIES currently use LEED

LEED CREDENTIALLED
PROFESSIONALS
186,477

These professionals leverage their credential and a catalog of more than 4,000 COURSES to maintain a competitive edge and to perform more effectively in the green building marketplace.

LEED CERTIFIED K-12 AND
HIGHER ED PROJECTS
2,969

THE CENTER FOR GREEN SCHOOLS
(centerforgreenschools.org) is working to transform all schools into healthy, safe, cost-efficient and productive learning spaces

GBIG (gbig.org) is the first-ever searchable, fully functional green building data platform and reporting tool covering OVER 130,000 GREEN BUILDING ACTIVITIES IN MORE THAN 5,000 PLACES

Research demonstrates that green buildings boost rental rates, INCREASE SALES VALUES and even improve occupancy rates

LEED recognizes leadership in OVER 1,000 GREEN BUILDING STRATEGIES, such as air quality and water efficiency

USGBC is part of a network of 90+ INTERNATIONAL GREEN BUILDING COUNCILS and LEED is exported to 140 COUNTRIES AND TERRITORIES

LEARN MORE about LEED in Motion at bit.ly/leedinmotion